

## Traffic Commission Minutes

City of Rock Hill, South Carolina

June 18, 2024

A public hearing of the Traffic Commission was held Wednesday, June 18, 2024 at 10:00 a.m. in City Council Chambers at City Hall, 155 Johnston Street, Rock Hill SC.

**MEMBERS PRESENT:** Derrick Lindsay (Chair), Captain Jim Grayson, Ivan McCorkle, Terrence Nealy, Steven Varnadore

**MEMBERS ABSENT:** Jimmy Bagley, Clifton Goolsby

**STAFF PRESENT:** Chris Herrmann (City of Rock Hill), Arthdale Brown (City of Rock Hill), Terese Green-Thomas (City of Rock Hill), Tommy Feemster (SCDOT), Rob Walsh (Campco Engineering).

### 1. Call to Order

Mr. Lindsay called the meeting to order at 10:20 A.M.

### 2. Approval of Minutes of the May 15, 2024 meeting.

Mr. Lindsay asked if there were any additions, corrections or deletions from the May 15, 2024 meeting minutes. Captain Grayson then made a motion that the minutes be approved as presented; this was seconded by Mr. Nealy and was unanimously approved.

### 3. Business:

#### A. Midvale Ave

Staff Member Mr. Herrmann provided an overview of the area highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that SCDOT owns and maintains Midvale Ave. Mr. Herrmann also stated that Traffic Commission has previously reviewed this location in the past regarding both traffic and safety concerns. Mr. Herrmann noted that Traffic Commission last reviewed this location in 2019 when a traffic study was completed and it was determined that the existing 35 MPH speed limit was indeed appropriate. Mr. Herrmann then highlighted that similar concerns have again been noted by residents along Midvale Ave.

Ms. Regina Redden (916 Midvale Ave, Rock Hill, SC) noted both traffic and safety concerns on Midvale Ave. Ms. Redden stated that cut-through traffic between Saluda Street and Albright Road frequently occurs, also noting a perceived speeding issue. Ms. Redden also noted a high volume of pedestrian traffic does occur along the street, which has heightened the concerns that residents have in relation to traffic safety.

Mr. Clarence Ward (911 Midvale Ave, Rock Hill, SC) also noted both traffic and safety concerns on Midvale Ave. Mr. Ward echoed statements made by Ms. Redden related to cut-through traffic, the perceived speeding issue, and pedestrian traffic. Mr. Ward summarized that residents were requesting consideration of a decrease to the posted speed limit on Midvale Ave, consideration of all-way stop intersections along Midvale Ave, or consideration of traffic calming.

Mr. Herrmann then transitioned to explain that the current posted speed limit of 35 MPH

on Midvale Ave seems consistent with other roadways in the area. Mr. Herrmann then summarized results of traffic study data from both 2019 and 2024. The traffic study completed in 2019 showed an average daily trip count of 1,550 trips per day in terms of traffic volume on Midvale Ave. That same study also showed a 50<sup>th</sup> percentile speed of 33 MPH and an 85<sup>th</sup> percentile speed of 39 MPH. The traffic study completed over one week in April 2024 showed an average daily trip count of 1,520 trips per day in terms of traffic volume on Midvale Ave. That same study also showed a 50<sup>th</sup> percentile speed of 38 MPH and an 85<sup>th</sup> percentile speed of 45 MPH. Mr. Herrmann then stated that the two traffic studies did show a 15% increase in the traveling speed of the average driver on this roadway, also noting that 45 MPH is 10 MPH beyond the posted speed limit.

Mr. Herrmann then asked Mr. Feemster for feedback on the requests made by the residents as Midvale Ave is owned and maintained by SCDOT. Mr. Tommy Feemster (SCDOT District 4 Traffic Engineer) stated that he would not recommend decreasing the speed limit on Midvale Ave in relation to the traffic study data provided. In regards to the request for all-way stop intersections, Mr. Feemster stated that SCDOT staff would need to complete an on-site assessment to further evaluate the warrants for such a change. Mr. Rob Walsh (Campco Engineering) then noted that a complete evaluation by SCDOT would be beneficial due to the offset impacts that can often occur from the implementation of an un-warranted all-way stop at an intersection, specifically citing safety concerns. Mr. Feemster also noted no opposition to the City considering a traffic calming application on Midvale Ave.

Mr. Herrmann then transitioned to review a preliminary analysis completed by staff regarding the potential for traffic calming on Midvale Ave. Mr. Herrmann explained that according to standards it may be possible to place as many as five speed humps on Midvale Ave. Mr. Herrmann then stated that at an estimated cost of \$3,000 per speed hump, that would equate to a possible total cost of up to \$15,000. Mr. Herrmann also noted that the neighborhood would fall within the 0% category for cost share, according to the application process, meaning the full \$15,000 cost would be provided by the Traffic Commission budget, if such a project was approved.

Discussion then followed regarding the potential offset impacts of a traffic calming project on Midvale Ave. Mr. Herrmann pointed out that Midvale Ave is parallel to Rockdale Street, which also intersects with both Saluda Street to the west and Albright Road to the east. Mr. Walsh stated that it would be a fair assumption that if traffic calming like speed humps were applied to Midvale Ave, drivers would divert to Rockdale Street to continue their similar pattern and behavior. Mr. Lindsay then inquired whether a project could be considered for both streets. Mr. Herrmann stated that if residents wish to submit an application for traffic calming, staff would recommend keeping the roadways separate for two individual applications. This would be best due to the requirements of the application process. Mr. Lindsay then inquired whether staff have received similar concerns from residents along Rockdale Street? Mr. Herrmann and Mr. Arthdale Brown (Neighborhood Services) stated that they had not received any recent concerns.

Chair Lindsay then asked if it would be appropriate to implement both traffic calming and all-way stop intersections along Midvale Ave? Mr. Walsh noted that historically Traffic Commission has chosen one method or the other, but a hybrid approach could be considered. Mr. Walsh continued that in order to consider such an approach, the full evaluation would need to be completed by SCDOT.

Mr. Herrmann then stated that this is a roadway that has often been patrolled by Rock Hill

Police Department (RHPD) for targeted enforcement, noting that the speed trailer has been placed here multiple times in recent years. Mr. Herrmann asked Captain Grayson whether efforts for targeted enforcement could continue while SCDOT staff further evaluate the requests made and Traffic Commission await further feedback? Captain Grayson affirmed that this would be done.

Traffic Commission then unanimously recommended that staff coordinate with SCDOT regarding the request for all-way stop intersections to be implemented on Midvale Ave, and for staff to provide further information at a future meeting.

## **B. Camellia Corners**

Mr. Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that the City of Rock Hill owns and maintains Camellia Court and Pampas Circle entirely, while the City only owns and maintains half of Begonia Way between Pampas Circle and Camellia Court. York County owns and maintains Begonia Way from Heckle Blvd to Pampas Circle. Mr. Herrmann explained that this location has not previously been reviewed by Traffic Commission. Mr. Herrmann then noted that he and Mr. Brown had recently met with members of the HOA for Camellia Corners who expressed traffic and safety concerns.

Ms. Keysha Page (1367 Pampas Circle, Rock Hill, SC) and Mr. Ulysses Love Jr. (855 S Confederate Ave, Rock Hill, SC) noted both traffic and safety concerns on both Camellia Court and Begonia Way. Ms. Page also noted that she is the current HOA President of the Camellia Corners neighborhood. Ms. Page explained that residents are concerned about cut-through traffic that seems to occur with drivers avoiding the signalized intersection of W Main Street / Heckle Blvd, noting that this seems to occur most frequently during both AM peak and PM peak traffic periods when school is in session. Ms. Page stated that the neighborhood is requested consideration of traffic calming on both Camellia Court and Begonia Way to address their concerns.

Mr. Walsh then inquired whether the signal timing pattern at the intersection of W Main Street / Heckle Blvd has been evaluated recently? Mr. Herrmann deferred the question to Mr. Feemster as both roadways are owned and maintained by SCDOT. Mr. Feemster responded that he was not certain but if it has not then an evaluation may be beneficial. Mr. Herrmann then asked if it would be best to evaluate this when school has returned to session and traffic patterns normalize in the fall? Mr. Feemster and Mr. Walsh agreed. Mr. Herrmann noted that this approach would mirror efforts by City staff, noting that a traffic study is being initiated to evaluate current conditions and a follow-up study will follow in the fall to compare results when school is back in session.

Discussion then followed regarding the intersection of W Main Street / Heckle Blvd. Mr. Feemster noted that an evaluation would be needed to analyze turning movements at the intersection, but right turn lanes at this intersection would likely see a significant benefit to congestion. Mr. Walsh agreed. Mr. Walsh asked Mr. Herrmann if such a project would be a worthy candidate for a CMAQ (Congestion Mitigation & Air Quality) project? Mr. Herrmann explained that this funding is available from the Rock Hill – Fort Mill Area Transportation Study (RFATS MPO) on an annual basis, and such an improvement would likely be a worthy candidate.

Mr. Nealy asked if Traffic Commission had ever considered implementing traffic volume restrictions on residential streets during peak traffic periods? Mr. Herrmann said he was

not aware of any such consideration in recent history. Mr. Walsh agreed and could not recall any within his longer history of being involved with Traffic Commission.

Chair Lindsay then inquired whether targeted enforcement could be conducted in this area by RHPD? Captain Grayson affirmed this.

Traffic Commission then unanimously recommended City staff to conduct an initial traffic study and a follow-up study to compare driver behavior during summer conditions and then conditions while school is in session, also provide further information at a future meeting. Traffic Commission also unanimously recommended RHPD to conduct targeted enforcement in this area.

### **C. Hampton Street**

Mr. Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that the City of Rock Hill owns and maintains this roadway. Mr. Herrmann then explained that Traffic Commission had previously reviewed safety concerns in this area, most recently at the March 20, 2024 meeting. Resulting action items included City staff to gather turning movement data at the intersection of Hampton Street / Black Street and provide further information at a future meeting. Mr. Herrmann also reviewed previous discussion from the October 2023 Traffic Commission meeting which resulted in action items including parking signage changes and creation of design concepts to improve the roadway which were reviewed at the March 2024 meeting.

Mr. Walsh then summarized the design concepts that were previously reviewed by Traffic Commission. Design Concept A would generate a 3-lane typical section for Hampton Street with a concrete island to help protect pedestrians, giving refuge in the middle of the wide roadway. Mr. Walsh noted that nearby driveways limit the length of the concrete island and pedestrian refuge, which means the existing crosswalk that is furthest east or nearest to Black Street would need to be removed. Mr. Walsh also explained that this concept would require lane lines to be shifted from their existing location so pavement markings would need to be removed or the pavement surface would need to be milled.

Mr. Walsh then reviewed Design Concept B, noting that it would retain the existing lane lines and would not necessarily require milling of the pavement surface. Mr. Walsh explained that the pavement markings could be remarked in their existing location. Mr. Walsh continued that additional parallel parking spaces were included in this concept in an attempt to create a more narrow roadway and therefore lessen the crossing distance for unprotected pedestrians. Mr. Walsh added that this concept did not however provide a pedestrian refuge like Concept A.

Mr. Walsh then reviewed Design Concept C which was requested by Mr. Nealy. This concept would utilize the same design principals as Concept B, with landscaped bump outs being utilized in place of the parallel parking spaces.

Discssion then followed regarding the Design Concepts reviewed by Mr. Walsh. Mr. Herrmann reminded Traffic Commission members that these improvements are well beyond costs that could be covered by the Traffic Commission budget and would therefore need to be included in a larger project completed by Public Works. Mr. Nealy agreed and noted that a funding source for such an improvement would need to be identified. Chair Lindsay inquired about a estimated cost for this improvement, Mr. Walsh noted that a cost estimate has not been completed as of yet. Mr. McCorkle noted that any preliminary estimated would need to consider any possible utility issues that would

need to be resolved in order to complete a project. Mr. Walsh and Mr. Nealy agreed.

Mr. Herrmann then transitioned to explain that at the March meeting, Traffic Commission had recommended staff to gather data for turning movements at the intersection of Hampton Street / Black Street. Mr. Herrmann then stated that Steven Varnadore (Utilities) had completed this, and asked Mr. Varnadore to provide a summary of the data. Mr. Varnadore explained that right turns from northbound Hampton Street onto eastbound E Black Street was not high, therefore it may be beneficial to consider removing the right turn lane. Mr. Herrmann noted that Traffic Commission members had previously discussed the removal of this right turn lane as it creates some issues with such a tight radius. Removing the right turn lane could also allow the roadway to be adjusted to a typical two lane section approaching Black Street.

Chair Lindsay then asked if this section of Hampton Street was planned for resurfacing in the near future? Mr. McCorkle stated that it is not currently included in the City's five year plan for resurfacing projects as it was resurfaced in 2012.

Mr. Herrmann then stated that at this point, it may be beneficial to provide City Management with the Design Concepts and the information considered by Traffic Commission for further feedback, since a potential project is likely outside budgetary limits of Traffic Commission. Mr. Nealy agreed.

Traffic Commission then unanimously recommended that staff provide information to City Management for feedback and provide more information to Traffic Commission at a future meeting.

#### **D. Meeting Blvd / Cross Pointe Drive**

Mr. Herrmann provided an overview of the area: highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that the City of Rock Hill owns and maintains both roadways. Mr. Herrmann then stated that Traffic Commission has not previously reviewed concerns in this area. Mr. Herrmann then noted that staff had recently received concerns at this intersection from bus drivers of the My Ride Transit System.

Mr. Herrmann then summarized feedback that had been provided by Mr. Clifton Goolsby (My-Ride Transit Administrator) regarding the safety concerns noted by My Ride bus drivers at this intersection. Mr. Herrmann noted that it is unusual for this intersection to be a 3-way stop. Mr. Walsh recollected that this change may have been implemented by Traffic Commission in previous years due to heavy traffic volumes coming from Dave Lyle Blvd.

Mr. Herrmann then transitioned to review accident data at this intersection, noting that there had been a total of 7 accidents at this intersection during the five-year timeframe between 2018-2022. Mr. Walsh noted that this seems low considering the high volume of traffic utilizing this intersection, which would indicate minimal issues in relation to safety.

Chair Lindsey asked whether changing the bus routes was a viable solution? Mr. Herrmann stated that this may not be viable but staff could certainly inquire about this with Mr. Goolsby.

Mr. Herrmann then stated that it may be beneficial for staff to complete an on-site

assessment to evaluate driver behavior and the existing conditions in this area.

Traffic Commission then unanimously recommended that staff complete an on-site assessment and provide further information at a future meeting.

#### **E. Elizabeth Lane**

Mr. Herrmann provided an overview of the area: highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that the City of Rock Hill owns and maintains the roadway. Mr. Herrmann then stated that Traffic Commission has not previously reviewed concerns in this area. Mr. Herrmann then noted that staff had received a request to consider restriping a segment of this roadway from White Street to the parking deck, as well as restamp the crosswalks at the intersection of Elizabeth Lane / Main Street and Elizabeth Lane / Black Street.

Mr. Jacob Saylor (1660 Sandpiper Drive, Rock Hill, SC) noted safety concerns related to the degradation of roadway striping on Elizabeth Lane. Mr. Saylor would support an effort to re-stripe the roadway.

Mr. Herrmann then highlighted that the roadway striping on Elizabeth Lane from White Street to the Fountain Park Parking Deck is very worn and is worthy of re-striping, especially considering the large-scale events that occur in this area of downtown on a regular basis. Mr. Herrmann also noted that the crosswalks at the intersection of Elizabeth Lane / Main Street are also very worn and in need of restamping and restriping.

Mr. Herrmann explained that he and Mr. Nealy are currently coordinating with a contractor. Mr. Herrmann also stated that there is funding available within the remaining FY23-24 Traffic Commission budget to complete this work, however the estimated cost for this work is beyond what staff can approve administratively and therefore a formal vote was needed from Traffic Commission.

Chair Lindsay asked for a formal vote on restriping Elizabeth Lane as reviewed by Mr. Herrmann. Captain Grayson made a motion to approve; this motion was seconded by Mr. Nealy and Traffic Commission unanimously granted the approval.

#### **F. Black Street**

Mr. Herrmann provided an overview of the area: highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that the City of Rock Hill owns and maintains the roadway. Mr. Herrmann then stated that Traffic Commission has not previously reviewed concerns in this area. Mr. Herrmann then noted that staff had received a request to consider restamping the crosswalks along Black Street; including the intersections of Black Street / Saluda Street, Black Street / Green Street, and Black Street / Oakland Ave.

Mr. Herrmann then highlighted that these crosswalks are very worn and in need of restriping and restamping, especially considering the large-scale events that occur in this area of downtown on a regular basis. Mr. Herrmann explained that he and Mr. Nealy are currently coordinating with a contractor. Mr. Herrmann also stated that there is funding available within the remaining FY23-24 Traffic Commission budget to complete this work, however the estimated cost for this work is beyond what staff can approve administratively and therefore a formal vote was needed from Traffic Commission.

Chair Lindsay asked for a formal vote on restriping and restamping crosswalks along

Black Street as reviewed by Mr. Herrmann. Mr. Nealy made a motion to approve; this motion was seconded by Mr. Varnadore and Traffic Commission unanimously granted the approval.

**4. Other Items**

**A. Status Report**

Mr. Herrmann briefly summarized the Status Report which outlines follow-up action items from the previous meetings as well as action items completed by staff administratively.

**5. Next Meeting:**

Mr. Herrmann noted that the July meeting is currently scheduled for July 17, 2024. Members discussed scheduling conflicts with that date. Traffic Commission then approved a rescheduled meeting date for July 23, 2024 at 10:00 AM in Council Chambers.

**6. Adjourn:**

There being no further business, Mr. Lindsay made a motion to adjourn. Mr. Nealy seconded, and the motion carried unanimously. The meeting adjourned at 11:45 AM.